

INFORMATION REPORT

REPORT

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SUBJECT Notes on the East German Railroads

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1. In November 1953, the East German Railroad operated the following lines:

District	Main lines	Secondary lines	Total of standard gauge lines	Total of narrow gauge lines
(Trackage in km)				
Berlin	1,277.81	944.52	2,222.33	98.10
Cottbus	792.80	374.14	1,166.94	159.85
Dresden	1,186.47	1,125.70	2,312.17	434.80
Erfurt	1,048.14	1,268.77	2,316.91	58.61
Greifswald	543.52	701.41	1,244.93	255.25
Halle	939.96	612.80	1,552.76	2.43
Magdeburg	882.37	1,293.63	2,176.00	226.74
Schwerin	563.11	964.93	1,528.04	116.58
Total	7,234.18	7,285.90	14,520.08	1,352.36

2. A total of 38 Reichsbahnämter (railroad subdistrict offices) are in existence in East Germany. They control operations, traffic, and the maintenance of machinery. the most important railroad subdistrict offices are:

a. Aue.

This railroad subdistrict office is in the Uranium ore mining district. Mining operations are executed by the Wismut-A.G. The ore is mostly shipped from the Aue, Johanngeorgenstadt, Schwarzenberg, Niederschlema, Oberschlema railroad stations.

b. Bautzen.

This railroad subdistrict office is of importance in connection with coal mining done in the Hirschfeld area. Moreover, many trains loaded with reparation goods bound for Poland and the USSR via Cottbus and Frankfurt/Oder pass through the area of this railroad subdistrict.

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25 YEAR
RE-REVIEW

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- c. Chemnitz.
Textile goods and reparations deliveries for the USSR are loaded in the area of this railroad subdistrict. Chemnitz is the seat of a highly developed engineering industry; in particular bicycles and motorcycles are manufactured there. Moreover, the Central Headquarters of the Wismut-A.G. is located in Chemnitz. The most important railroad station in this area is the Chemnitz-Hilbersdorf station.
- d. Dresden.
Dresden is an important transloading point for civil and military goods. The most important railroad station in this area is the Dresden-Friedrichstadt station. All transit traffic to southeastern Europe directed via Bad Schandau passes through Dresden.
- e. Riesa.
Riesa is an important distribution and transloading point for military goods. The station serves the Soviet troop training grounds in and around Riesa, in particular Zeithain and Grossenhain (airfield). At Riesa port, hard coal and reparations deliveries bound to the USSR are transloaded.
- f. Zwickau.
Large quantities of hard coal are shipped from the Zwickau area. Moreover, Zwickau is a forwarding point of the Wismut-A.G.
- g. Cottbus.
This railroad subdistrict is of special importance because of the reparations and export deliveries as well as military shipments passing through this area. The number of railroad cars to be made available for the Soviets is very high. For this reason, the Soviets requested in 1946 that Cottbus be made the site of a regional headquarters, which previously did not exist there.
- h. Senftenberg.
Senftenberg is the center of East Germany's brown coal mining activities. It also delivers coal for the hydrogenation of gasoline.
- i. Frankfurt/Oder.
Frankfurt/Oder is the most important transloading point and border station for all traffic with the East.
- j. Halle/Saale.
This railroad station is the most important transshipping point in Central Germany for brown coal, particularly from the Geiseltal valley. Large quantities of liquid fuel produced at the Buna and Leuna Works are dispatched from the area of the Halle/Saale railroad subdistrict office.
- k. Leipzig.
In the area of this railroad subdistrict coal from the eastern portion of Central Germany (Altenburg, Borna), machinery dispatched as reparation goods (Iowa Ammendorf), and liquid fuels from the Buna Works, are transloaded.
- l. Erfurt.
The Erfurt railroad station is of importance for interzonal traffic. Many commercial shipments pass through this area.
- m. Nordhausen.
The area of this railroad subdistrict is of importance in connection with shipments of potash.
- n. Halberstadt.
Same as (m)
- o. Meiningen.
Same as (m)
- p. Magdeburg.
Magdeburg is the location of important fuel depots for both civil and military purposes. Moreover, this city is an important transloading point from rail to barge and vice-versa. Magdeburg/Rothensee and Magdeburg/Buckau are the two most important railroad stations in this area.

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q. Schwerin.

Schwerin is of importance as a transloading point for military goods arriving or leaving by sea.

r. Wismar.

Same as (q)

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3. RRym cars are 6-axle cars, incorporating the system of the previous RS flatcars, which feature low sidewalls and face-walls and have an empty weight of 35 tons and a payload of 80-90 tons. They are mostly designed for the transportation of heavy tanks.³ To date, approximately 2,000 RRym cars have been manufactured, including 1,550 cars which were built at the Goerlitz-Niesky plant of the Lwa Works. About 500 RRym cars were scheduled to be delivered in the fourth quarter of 1953. All RRym cars are kept at the disposal of the Soviets.⁴ Of the RRym cars available, 400, i.e. 75 units in each railroad district, were parked as a SCC reserve. The other RRym cars were released for use by the German economy. However, on account of the excessive rates demanded by the Soviets, the cars were hardly used by German firms.⁴ These RRym cars which were primarily designed for military purposes proved a failure after their first test runs. One defect was that buffer casings and bolts were damaged by lowered face-walls. Another shortcoming was that bushings were not encased tightly enough so that wheels often ran hot when sand got into them. Efforts have been made to eliminate these shortcomings.⁵
4. In connection with measures taken by the East German Government after 17 June 1953 for an improvement of the living standards of the population, it was also decreed to raise the coal allocations for households. However, the quantities of brown coal briquets produced in the Cottbus-Senftenberg area and in Central Germany were inadequate, particularly because large quantities of them were earmarked for export

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The East German Railroads was the most important single consumer of brown coal briquets because the use of hard coal for locomotives had been suspended to a large extent. In view of this situation, it was intended to import a total of two million tons of hard coal from the USSR. However, since the East German Railroad Administration declared that it was unable to furnish the freight space required for the handling of these large coal imports, it was arranged that Polish mines should furnish the two million tons of hard coal. At the same time the Soviets renounced reparations deliveries in the equivalent value. Poland declared that it could carry only 15 percent of this coal in Polish railroad cars, while the remainder had to be handled by German railroad cars. One shortcoming of the treaty was that only the overall quantity of coal to be imported was fixed while no arrangements were made as to the different types of coal to be delivered. When the first Polish coal shipments arrived, the German authorities, to their surprise, learned that about 60 percent of the coal was coal of a grade which in size did not exceed 30-mm. For this reason, the German Railroad Administration which was scheduled to receive 1.6 million tons refused to accept the coal for technical reasons. Since the pertinent trade agreement with Poland could not be cancelled, the Polish coal which could not be used for the time being, was stored in depots under the administration of the so-called State Reserve.⁶

5. In 1947/48 engineer Wendler (fnu) who was later awarded a National Prize, developed a so-called coal dust firing locomotive from a type 52 locomotive. After the first trial runs with this locomotive proved successful, 50 locomotives of types 44, 50, 52, and 53 were converted to coal dust firing. In 1949/50 a total of 80 locomotives were converted.⁷ However, after further tests, it was found that only coal dust produced in a specific plant of East Germany was suitable for these converted locomotives. As a consequence, only a small percentage of the 50 locomotives could operate with coal dust.

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Another shortcoming was that the coal dust had to be crushed in special crushing plants and shipped in special tank trucks because it proved to be highly explosive. According to the latest estimates, the construction of a bin with a capacity of 20 tons of coal dust costs about 160,000 Eastmarks.

It also proved that coal dust, after becoming wet, was liable to block nozzles of the heating system of the locomotives, thus causing their breakdown. Nevertheless, it must be recognized that coal dust, if delivered in the quality required, proves a satisfactory fuel for locomotives. It takes a very short time to heat up the locomotives with coal dust, and coal dust firing locomotives which pulled a load of 500 tons managed to operate over 2,000 km with only one replacement of a second reserve coal tender. However, in view of the shortcomings mentioned above, it appears hardly probable that coal dust firing locomotives will be used on a large scale in East Germany.

6. In the fall of 1952, the USSR started returning 20,000 former German freight cars to the East German Railroad Administration. Most of these cars stood in need of general overhaul.⁸ Boiler tubes were delivered by Czechoslovakia, which was also to furnish rails and small iron fittings to the total amount of 50,000 tons.⁹ Rails delivered by the Maximette Foundry at Unterwellenborn proved of a very poor quality. It sometimes happened that only 18-20 percent of the rails delivered were accepted by the Railroad Administration.¹⁰
7. The new KVP Transportation Control Headquarters were designed to control all military rail movements centrally. They were also to be furnished with all technical railroad data having a bearing on military transport operations, such as the loading capacity of the individual railroad stations, the carrying capacity of railroad lines, the physical status of loading ramps, etc. These KVP Transportation Control Headquarters were, allegedly, also given the mission to draw up timetables for a possible mobilization. For this reason, railroad officials who had formerly served in the German army, after receiving pertinent technical training, were assigned as KVP officers to these Transportation Control Headquarters. Such KVP Transportation Control Headquarters were established in the Ministry of Railroads and the eight regional railroad headquarters.¹¹ Work had been started to draw up new EAV regulations (Ein- und Ausladevorschriften) (Directives for Entraining and Detraining Operations).¹²

1. Comment. the East
 German railroad net on 1 January 1953 included the following trackage:
 main lines 7,224.18 km
 secondary lines 7,285.90 km
 Total of) 14,510.08 km
 standard gauge }
 trackage }
 narrow gauge }
 lines 1,352.35 km

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2. Comment. The following numbers of railroad subdistrict offices are assigned to the eight regional railroad headquarters:

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<u>Regional Railroad Headquarters</u>	<u>Number of Subdistrict Offices</u>
Berlin	7
Cottbus	2
Dresden	6
Erfurt	6
Greifswald	4
Halle	5
Hagenburg	4
Magdeburg	4
<u>Total</u>	<u>38</u>

3. Comment. These data agree with information available to this office. 25X1
 RRM cars have a usable length of at least 14 m and can carry two heavy trucks.
4. Comment. [redacted] a total of 1,229 RRM cars had been delivered to the East German Railroads by 11 March 1953. [redacted] 25X1
 [redacted]. It was previously known that the Soviets reserved for themselves the control of the use of these special cars, which may operate only in East Germany and to Brest Litovsk. 25X1
5. Comment. This damage was caused when tanks were entrained by means of end-loading ramps. 25X1
6. Comment. Locomotives switched over from the firing of brown coal to hard coal in September 1953. [redacted] 25X1
 Poland was scheduled to deliver two million tons of hard coal between 1 September and 31 December 1953. Deliveries were delayed by a shortage of freight cars. 25X1
7. Comment. The technical difficulties connected with the use of coal dust for locomotives were known previously. [redacted] G5 coal dust firing locomotives were available by 30 November 1953. Of these locomotives, only 33 were serviceable. 25X1
8. Comment. This information refers to the second batch of former German freight cars re-purchased from the USSR. The transaction was carried out in the second half of 1952. 25X1
9. Comment. A total of 50,000 tons of rails, the equivalent of 500 km of trackage, is scheduled to be delivered by the USSR. The first deliveries were made in October 1953. 25X1
10. Comment. The Maxhütte Foundry at Unterwellenborn near Saalfeld in Thuringia is the only East German rolling mill which manufactures rails. The rails produced there are of inferior quality. 25X1
11. Comment. The KVP Transportation Control Headquarters were established in the summer of 1953 with the East German Ministry of the Interior, the Ministry of Railroads, and the eight regional railroad headquarters. 25X1
12. Comment. These EAVs (regulations for military entraining and detraining operations) were previously drawn up by the chief of transportation of the former German Armed Forces for all railroad districts. They included all technical data relative to railroad facilities which were of importance for military transportation operations. It is believed that the new EAVs will be based upon this material.

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